GRAIN RATES THREATENED

The Burlington, Cedar Rapids & Northern Wants to Cut the Present Tariff.

Reduced Flour Rates to Be Withdrawn-East-Bound Freight Shipments by Central Traffic Association Lines.

Last week the traffic officials of the Western and Northwestern lines held a conference in regard to a request from the Burlington, Cedar Rapids & Northern for authority to reduce the rates on wheat from Iowa and Dakota points to Chicago and Milwaukee. The object of the request was to divert shipments to Chicago, as it was shown that the great bulk of the wheat was going East by way of Minneapolis. On the suggestion of Chairman Midgley the Burlington, Cedar Rapids & Northern agreed to defer action, pending a decision by the Interstate-commerce Commission in the matter of rates on wheat from Minnesota and Dakota points to Minneapolis and Lake Superior points. The decision of the commission has since been published, and Chairman Midgley will fix an early date for another conference for the purpose of determining what course shall be pursued

by the lines interested. All the interested lines, with the exception of the Kewaunee route, have now agreed to withdraw the reduced rates on tiour to the East. The general freight agent of the Soo line has notified all competitors that the tariff issued on the differential basis via Mackinaw, and also via the Canadian Pacific railway, will be cancelled Jan. 16. This is done, nothwith-standing the refusal of the Kewaunee route, which is controlled by the Delaware, Lackawanna & Western, to withdraw the differential across Lake Michigan. The Soo line representative says he is willing to give the advanced rates a fair trial, but he thinks that if the Lackswanna persists in its course the Mackinaw lines will again be compelled to reduce. As the Lackawanna is a trunk line, and under the jurisdiction of the Trunk-line Association, it will probably be persuaded to abandon its position.

Announcement is made by the Illinois Railway and Warehouse Commissioners that they have agreed upon March 21, 9 A. M., as the time and the Grand Pacific Hotel, Chicago, as the place for hearing the petition of the Chicago Implement and Vehicle Club for a reduction of local rates in Illinois. The freight departments of all the interested roads have been notified.

East-Bound Shipments. Three additional roads have become members of the Chicago freight committee of the Central Traffic Association, and they will hereafter be included in the reports of east-bound shipments issued by the association. The new members are the Wabash, the Chicago & Erie and the Big Four. Heretofore the statements of through shipments to the seaboard have not been complete, because these roads, being outside the association, did not submit weekly reports for incorporation in the statistical review. Last week's statement includes the business of the Wabash and the Erie, and that of the Big Four will be taken into account in all subsequent reports. In consequence of these additions, a comparison of last week's tonnage with that of the preceding week, and of the corresponding period last year, cannot be accurate, as it

seven in the past. Through shipments of flour, grain and provisions from Chicago to the seaboard by lines in the Central Traffic Association last week amounted to 55,383 tons, against 39,282 for the preceding week, an increase of 16,101 tons, and against 95,018 for the orresponding period last year, a decrease of 39,685 tons. Of this traffic the Vanderbilt lines carried 45 percent.; the Pennsylvania lines, 11; the Chicago & Grand Trunk, 24; the B & O., 5; the Chicago & Erie, 7, and the Wabash, 8. East-bound shipments of beef through and local freight by all roads, including everything except live stock amounted during the week to 92,823 tone, against 66,570 for the preceding week, an increase of 26,253 tons, and against 144,545 for the corresponding week last year, a decrease of 51,722 tons.

places the record of nine roads against

Earnings of Indiana Roads.

The returns of gross earnings of the railways for 1892 are coming in in a gratifying manner. Especially is this true of Indiana, Illinois and Ohio roads, the Lake Erie & Western and the Louisville, New Albany & Chicago having the credit of showing the largest increases of any roads in the country when mileage is taken into consid-

Louisville, New Albany & Chicago: Fourth week of December, \$80,902; increase, \$11,885. Month, \$256,532; increase, \$36,474. Year, \$3,-288,718; increase, \$459,009. ber, \$120,720; increase, \$9,563. Month, \$318.-446; increase, \$8,963. Year, \$3,551,908; increase, \$287,574.

Chesapeake & Ohio: December, \$828,655; increase, \$1,717. Year, \$8,776,460; increase, Columbus, Hocking Valley & Toledo: December, \$297,823; increase, \$12,070. Year, \$3,360,

800; increase, \$89,603. Louisville, Evansville & St. Louis: Fourth week of December, \$51,838; increase, \$29,693. Month, \$162,352; increase, \$77,680; Year, \$1, 552,274; increase, \$42,735. Evansville & Terre Haute: Fourth week of

December, \$35,874; increase, \$3,242. Month \$111,480; increase, \$4,603. Year, \$1,279,239; increase, \$66,451. Evansville & Indianapolis: December, \$30,-659; increase, \$1,067. Year, \$374,941; increase, Decatur & Evansville. December,

\$84,575; increase, \$7,751. Year, \$875,827; increase, \$15,295. Chicago & West Michigan: Fourth week of December, \$56,408; increase, \$15,358. Month, \$179,329; increase, \$35,732. Year, \$2,017,611; increase, \$260,049. Personal, Local and General Notes.

Belt road engines handled last week 923 car-loads of live stock, against 1, 30 in the corresponding week of 1892.

R. M. Fraser, general freight agent of the Baltimore & Ohio Southwestern, spent yesterday in the city en route to Chicago. There were transferred over the Belt road, last week, 12,479 cars, the lighest movement in any week for three years past. Joseph Ramsey, jr., general manager of the Big Four lines, who went to Cincinnati on Saturday, will return to-morrow morn-

H. C. Orr. assistant general passenger agent of the Chicago, Burlington & Quincy. yesterday removed his headquarters to Kansas City.

George M. Pullman, president of the Pullman company, is said to now be one of the largest holders of stock and bonds of the Louisville, New Albany & Chicago. A number of freight men left last night

to attend a meeting in Chicago to-morrow. and this evening the passenger men will leave to attend a meeting to be held there

E. A. Peck, ex-superintendent of the Big Four, has gone West for ten days. He has a position open to him whenever he is ready to accept it, which may not be before the 1st of March. Superintendent Riley, of the Peoria &

Eastern, says that in spite of the bad weather and limited power, an average of 600 loaded cars and 2,000 passengers are being handled daily on the line. A. W. Ecclestone, formerly with the

West Shore road, succeeds T. S. Timpson as Eastern passenger agent of the Toledo. St. Louis & Kansas City, with New York his headquarters instead of Buffalo. Benjamin Blue, formerly general freight

agent of the St. Louis, Alton & Terre Haute, died at Murphysboro, Ill., last week. Mr. Blue was an Indiana man, and had been prominent in railroading for many years.

The report is renewed that the presidents and general managers of the roads in the Chicago and Ohio-river Traffic Association territory are to hold a meeting and attempt to put an end to the passenger-rate

War. Frederick W. Huidekoper and Ruben Foster, receivers of the Richmond & Danville railroad, have obtained from Judge O'Brien, of the New York Supreme Court, | Heartily, with relish, and without distress an attachment against the property of the Central Railroad and Banking Company of Georgia, in a suit to recover \$1,218,405,29 for money laid out and expended for the use of the defendant, the Central Railroad

Company, in discharging the acrued interest on the defendant's mortgage bonds and in paying other debts of the defendant be-

tween Dec. 1, 1891 and April 1, 1892. J. T. Loyd, who has been for thirty-four years connected with the engineering departments of railways more recently on the Grand Trunk, has dropped out of railroading. On his retiring he was given a banquet by his friends.

Harry Hagan, who was for some years ticket agent of the Pennsylvania lines at this point, retiring two years ago to engage in business, has returned to the Pennsylvanta lines and taken a position at Cincinnati for the present.

A. T. Dice, who a few months ago left the Pennsylvania lines to take charge of the signal department of the New York Central, has been made assistant general superin-tendent of the Hudson division in addition to his signal duties.

Percy Todd has succeeded J. W. Musson as traffic manager of the West Shore road, and F. La Ban has been appointed general freight agent, the office of assistant general freight agent, from which he was pro-moted, being abolished.

The Chicago & Rock Island has organized an immigration bureau, and it will work especially to build up the south western territory, into which the Rock Island is building extensions. The department has been placed in charge of John C. Bon-

A peculiarity of the Chicago and Ohioriver Traffic Association is that it has resulted in a lower second-class rate from Cincinnati to Pacific coast points than from Chicago to such points. The rate from Cincinnati is \$47.25, from Chicago,

The roads terminating at Cincinnati are in trouble over the joint inspection of cars, and a meeting of the superintendents is to be held to-day to agree, if possible, on some eystem of doing the work and dividing the expense. The clashing of authority is delaying cars at that point.

The Pullman company on Sunday put on two new and elegant twelve-section sleeping-cars, to be run between Chicago and Cincinnati over the Monon and the Cincinnati, Hamilton & Dayton. The cars have all modern improvements, and are lighted by the Pintsch gas system.

R. H. Wilbur, son of E. P. Wilbur, has been appointed general superintendent of the Eastern division of the Lehigh Valley road, succeeding the late H. Stanley Goodwin. Mr. Wilbur is thirty-five years of in practical railroad service.

John Witty, engineer of maintenance of way of the Belt road and Union tracks, was called to Louisville last night on account of the supposed fatal illness of J. Thwaites, his brother-in-law. Mr. Thwaites has been an engineer on the Louisville & Nashville road for over thirty years.

The higher officials of the Lake Erie & Western say that the increase of passenger earnings in 1893 over 1891 was more of a surprise even than those of the freight department, the more so from the fact that in competing territory of the L. E. & W. for five months rates were badly demoralized. Samuel Thomas, president of the Louisville, New Albany & Chicago; Calvin S. Brice, president of the Lake Erie & West-

ern, and J. M. Bass, of Fort Wayne, have organized a company to build cars, and will erect car-works at Lenoir City. Tenn., with a capacity to build fifteen cars a day. It is stated that Train 20 over the Vandalia line, in 1892, paid the largest per cent. per mile run of any scheduled train crossing Indiana in either direction. There was seldom a day it did not handle 150 local

passengers, stopping at only county-seats

on the line, and a daily average of sixty through passengers. H. R. Dering assistant general passenger agent of the Pennsylvania lines, says there is no foundation for an item which appeared in a Cincinnati paper on Sunday, to the effect that he was to discharge some of the men at Cincinnati and in their places put men taken from Indianapolis. No

changes, he says, are contemplated. J. F. Youse, formerly with the Cincinnati, Hamilton & Dayton, now general freight agent of the Ohio Southern, was in the city yesterday on official business. Ho thinks that the Ohio Southern has a good future, and that it will be one of the most important coal roads in Ohio when its contemplated extensions are completed.

The report of the Chesapeake & Chio railway for the six months ended Dec. 31 shows that all fixed charges and a surplus of \$400,000 were earned, and that included in the operating expenses for that period were a year's supply of rails, ties, ballast and other material necessary for permanent work. The report adds that "improvements for the last four years have brought the road up to the highest stand-

The dismissal of a number of union men at the city freight depot of the Pennsylvania lines brought to light the fact that one of the freight handlers is well educated, a good telegrapher and competent to fill a much higher position in the railroad service. Superintendent Darlington has taken his name, and as soon as opportunity offers will give him an agency where a telegrapher is needed as the first step in the

way of promotion. The twelve locomotive-works in this country in 1892 built 1,703 locomotives. against 1,963 in 1891. The tonnage of those built last year would doubtless exceed that of 1891. The car-works seem to have done better. Forty-two companies built, in 1892, 90,340 cars, against 77,620 in 1891. The carworks which build passenger equipment turned out in 1892 3,795 cars, against 1.6 6 in 1891, and six of the companies included

in the list last year built 4,208 street-cars. Edward R. Bacon, president of the Battimore & Ohio Southwestern, is now in Europe for a consultation with the foreign stockholders and bon holders as regards the consolidation with the Ohio & Mississippi. All legal obstacles have been removed, and it now only remains for the different interests to get together and agree as to the exchange in stocks and bonds which must be arranged before the consolidation. An official of the Baltimore & Ohio Southwestern states it may be months before the consolidation will be perfected.

MONTHLY MEETING OF MINISTERS.

Movement Inaugurated to Brace Up National Legislators as to Sunday Closing.

The Rev. J. C. Marting presided at the ministers' meeting in the Y. M. C. A. chapel yesterday morning. Mrs. M. A. Moody, representing the W. C. T. U., spoke of the number of hopelessly insane women, and how poorly they were cared for in the poorhouses, and that something ought to be done to better their condition. She spoke also of the women in the houses of ill-

Rev. W. F. Taylor introduced a motion directing the secretary to write to Congressmen and Senators asking them to see that the law closing the world's fair on Sunday be not repealed. It was adopted. Rev. W. F. Williams, in speaking on the question, said that the newspapers had wrongfully accused the ministers of being narrow-minded and bigoted, and moved that a committee be appointed to draw up

resolutions voicing the sentiments of the clergy and to be presented to the press. Rev. Williams, Dr. Lucas and Dr. Rondthaler were made that committee, and the

following was prepared: The Indianapolis Ministers' Association, by an almost unanimous vote, instructed the secretary to request our Representatives in Congress to adhere to their former action granting the government appropriation to the world's fair on condition that the gates be closed on Sunday. Dr. Curtis read a paper on "The Bible as a Source of Pulpit Power," and the meeting

closed.

A Lawyer's Unusual Visitor. About 3 o'clock yesterday morning a still alarm, which was sent into head quarters and to the No. 7's, on Maryland street, called the firemen to the Hereth Block. Nos. 82 and 84 East Washington street. A stove on the fourth floor becoming overheated, burned entirely through the floor and dropped with a crash into the law office of Charles E. Cox, situated on the floor beneath. The noise made by the falling of the stove aroused the soldier boys, whose barracks are located in the building, and the fire was discovered by them in time to prevent its spread. The department arrived in time to extinguish the flames without material damage. The loss will

not exceed \$150. Can You Eat

afterward? If not, we recommend Hond's Sarsaparilla, which creates a good appetite and so tones the stomach and bowels that the food is properly digested and assimi-

HERDMAN PLACED ON TRIAL

The Noted Scholarly-Looking Prisoner of Many Names Before Judge Baker.

Indictments Returned Against the Fosters-Effort to Reduce Bail-Alimony Granted Mrs. Laura Fennell-Court of Claims,

The trial of Harry Herdman, alias M. V. B. Stuart, alias H. A. Hansen, and alias others, was begun yesterday in the United States Court. The defendant was indicted for fraudulent use of the mails. He was well known by name and aliases to the postoffice secret-service before his arrest in this city upon entirely another charge by detectives Kinney and Richards. During Aprilor May he took rooms on Massachusetts avenue for himself, wife and child, the last being his step-daughter, who is thirteen years of age. He had married the woman in Kokomo, where, it is said, she was divorced from, or lost her husband, named Creavy, a saloon-keeper. She had some money, a few hundred dollars, and Herdman soon manifested a desire to act as treasurer, without bond, of the matrimonial partnership, 'His wife wisely demurred, having probably married in haste, and that had occurred not many weeks previous to the incidents which led to his ar-rest. She was suffering from cancer, and required assistance from others in the house, and thus was led to tell more about her husband than she would otherwise have done, perhaps, in spite of his ill treat-ment. One day he demanded \$100 of her, but she would give him only \$25. He left, saying he would never return. He did return, however, on the following Sunday. In the meantime the stories of him which his wife had told were carried to the police. Herdman was found at No. 25 East Washington street, where he had taken a room. He was about to leave the city, and his value was packed. He was charged with assault and battery upon his wife, in order

pany, he fainted. It was only a day or two until United States Inspector Leatherman appeared and claimed the prisoner as a man for whom he had long been looking. He was indicted, and has since been held in the Noblesville jail. His wife soon died, and the little girl was sent to relatives in She was the figure of most interest at the trial yesterday. Her testimony was clear and pointed, favoring the prosecution, and

to hold him for investigation. His valise

contained a suspicious lot of papers, and

when at the station-house he was ques-

she could not be broken down. The defense was that the prisoner was not the M. V. B. Stuart who had appeared in the fraudulent transaction. The jury had the case all night.

The Fosters Were Indicted. The grand jury was not long in arriving at a conclusion in its investigation of the charges against Martha Foster and her son Benjamin, the spirit photographers arrested Friday night. Two indictments were returned, each with two counts, charging larceny and obtaining money under false pretenses. One indictment charges petit larceny in the taking of \$2 from N. K. Garhart, the man upon whose affidavit the warrant for the arrest of the spiritualists was issued. The indictment for grand larceny charges the theft or \$51 from Milton T. Hancock. George Carter has been employed to defend the prisoners, and was endeavoring vesterday to have the bond reduced from it present size, which is \$500 on the indictment charging petit larceny, and \$1,000 on the indictment charging grand larceny. The trunk containing the plates used by the spirit photographers was turned over to the grand jury yesterday afternoon, and occupies a prominent place in Judge

Cox's private room. Attorney George Carter yesterday paid under protest to Squire Daniels the claim of \$2 on the attachment upon which the trank was taken, and costs in the case were remitted by the court.

One Had No Claim, the Other 'Had. The Court of Claims yesterday disposed of the case of Coffin & Stanton against the State for \$6,500, and found against the claimant. The amount was claimed as money due on a sale of bonds. Their bid having been accepted, they negotiated the bonds at a profit of that amount, Afterwards the bid of another firm was accepted, and they claimed they had been damaged to the amount of profits they would have received on their sale. D. P. Erwin presented a claim of \$800, for goods sold the State for use in the Logansport Insane Hospital. The goods were sold and set aside as the property of the purchaser, They were afterwards destroyed by tire before delivery, and the court held that they were the State's property, and the loss theirs, and gave judgment against the State for the amount claimed.

Distressing Accident Causes a Suit. tate of Michael Sullivan, deceased, yesterday began suit against Charles H. Schad. Charles L. Schwartz and Harry H. Harris to recover \$10,000 damages for causing the death of Sullivan during the month of December. Sullivan supped and fell upon an icy pavement several days prior to his death, and was receiving medical attention for injuries sustained. The attending physician gave a prescription containing codeine. By a mistake of Harris, a clerk in the drug store of C. H. Schad & Co., at the corner of Noble and Washington streets, the prescription was filled with atropine. Sullivan took the medicine and died within twenty-four hours thereafter.

Partners Do Not Agree, Koenig & Hitzelberger, wholesale notion-dealers, at No. 66 South Pennsylvania street, yesterday made an assignment to George Seidensticker for the benefit of their creditors. The assignment is understood not to indicate insolvency, but was made on account of a business disagreement between the partners. Seidensticker qualified as assignee yesterday afternoon and gave bond in the sum of \$13,000. Mr. Koenig will retire from the wholesale business and open a retail dry-goods and notion

A Mary Who Was Fickle. James A. Rogers yesterday began action in the Superior Court to secure divorce from Mary E. Rogers, whom he charges with cruel and inhuman treatment and abandonment. He says that his wife was cruel and inhuman to him in saying that she did not love him, and only cared to obtain his earnings and spend them upon herself. She abandoned him, he says, in May, 1892, and is now at Little Rock, Ark,

Probate Business Yesterday. George Grimstine yesterday qualified as guardian of William Bloom, and gave bond in the sum of \$1,200. Mary Dwyer gave bond in the sum of \$10,500, and qualified as the guardian of Michael McCarthy. James T. Dougherty qualified as the administrator of the estate of Patrick Dougherty, deceased, and filed a bond of \$400. David W. Coffin was appointed administrator of Oscar T. Coffin, and gave bond for \$100.

Divorce and Alimony Granted. Judge Brown yesterday rendered his decision in the suit of Laura Fennell for divorce from John A. Fennell, the evidence of which was beard several weeks ago. The court granted the divorce and gave the plantiff \$1,000 alimony, to be paid in installments-\$250 payable in thirty days. \$250 in sixty days and the balance in one year. The cause of divorce was abandon-

Justice for the Dago Swindler. Enrico Bosanti, the Italian who was arrested several weeks ago, in St. Louis, and brought back to this city for trial, pleaded guilty to grand larceny yesterday, and was sentenced to two years in the penitentiary. Bosanti operated exclusively among his countrymen, and with extraordinary success. He secured about \$1,000 from two of them in this city.

They Did Not Want Authority Then. Valentine Fahrbach, Monroe Schilling and William E. Moore will be put on trial before 'Squire Daniels this morning for re-

fusing to assist an officer in making an arrest. They are charged with refusing to assist Constable Jacob Hutton in arresting John Gassoway, who was wanted for as-sault and battery and malicious trespass.

Punished by Judge Baker. Judge Baker yesterday inflicted penalties as follows: William Hunter, Kendallville, for passing counterfeit money, \$10 and ninety days in the work-house: John H. Schmidt and Charles Stanley, of Connersville, revenue violations, \$5 and costs; Stephen Pray, revenue violations, \$10 and costs. Each of these pleaded guilty.

> The Court Record. SUPERIOR COURT.

Room 2-Hon. James W. Harper, Judge. Edward Guth vs. William F. Wells, jr.; note. Tried by court; judgment against defendant for \$140 .-En Heiny vs William F. Wells, jr.; note. Tried by court; judgment against defendant for \$178.11.

New Swils Frient. Jerry Foley, Administrator, vs. Charles H. Schad et al.; damages for causing death. Demand, \$10,000. Room 3.

James Crote vs. William McGinnis; note. James B. Cain vs. Caroline Cain; divorce.

Room 1. James A. Rogers vs. Mary E. Rogers; divorce. Room 3. Almira R. Whittemore vs. Caroline Boose et als; to foreclose mortgage. Room 1.

James Renihan et al. vs. State of Indiana; account. Court of Claims.

CIRCUIT COURT.

Hon. Edgar A. Brown, Judge. John Dietz vs. Mary Dippel's Estate: claim. Allowed for \$36.95. The Cleaveland Fence Company vs. Allia L. Albrecht et al.; mechanic's lien. Tried by court. Judgment in favor of plaintiff Laura S. Fennell vs. John A. Fennell; divorce. Decree granted plaintiff, with

CRIMINAL COURT. Hon. Millard F. Cox. Judga. State vs. Enrico Bosanti; grand larceny. Pleaded guilty. Fined \$100 and sentenced to two years in the penitentiary.

\$1,000 alimony.

THE FIGURES A FIXTURE.

tioned about the American Surety Com- | The Monument Commission Declines to Remove the Mexican Dates.

> The monument commission was in session yesterday afternoon, with Commissioners Langsdale, Manson and McCollum present. A.communication was presented to the board by A. L. Morrison and James J. Smiley, of Greencastle, Louis Kriel and Gilmore Jordan, of Indianapolis, protesting against the removal of the figures "1846-1848," as "surviving soldiers of the Mexican war, and on behalf of comrades throughout the State who cannot appear." The communication received from the Grand Army of the Republic committee at the previous meeting was read, and a reply agreed upon, which the president of the board was directed to send to the committee. It is as follows:

Messrs, J. B. Cheadle, C. A. Zollinger, Benj. Starr, John L. McMaster and B. C. shaw, Committee, Grand Army of the Republic: Gentlemen-Your communication of the 28th ult., addressed to the State Soldiers' and Sailors' Monument Commission, asking that the dates be removed from the upper astragal of the monument, and expressing the opinion that, if this is done, "the inscribing of the data of the military history of Indiana on the north base of the monument would not meet with serious opposition," has been duly considered by the board, and I am directed to say in reply that we are highly gratified to learn that you hold this opinion regarding the inscriptions upon the base of the monument, and we have no doubt that eventually the dates upon the shaft in the astragal will be given the same kindly consideration, and cease, also, to "meet with serious opposition," since these dates are an integral part of "the date of the military history of Indiana," and are placed thus prominently to show that the State, as such, has passed through two wars, in which she has been loyal to the national government, and will continue so. It is a record of which we are proud, as citizens of the State; we have placed it upon the monument in the discharge of our official duty, and, no satisfactory reason having been given why it should be taken down, it will, so far as this board is concerned, remain as it is, and we believe, from the evidence received, that this action will meet with the approval of a large majority of the people of the State who are building the monument. Yours, truly,

GEO. J. LANGSDALE, President. The board will continue in session to-day,

Don't Hurt Anybody's Feelings. To the Editor of the Indianapolis Journal: Why is it that every Democratic newspaper in Indiana is in favor of leaving the figures 1846 and 1848 on the soldiers' monument at Indianapolis, and nearly every Republican paper is objecting, and desires that the original intention be carried out, which was to have the monument erected in honor of the soldiers of the war of the rebellion from 1861 to 1865? Was it because. if the original intention had been carried out, it would be a token of an achievement over Democrats (the Southern wing of them) in the war of 1861, which is now the only solidly Democratic portion of the United States! And now comes the "National Brotherhood of Soldiers," an or-Jerry Foley, as administrator of the eshave gone into it, at a meeting in Indianapolis, Dec. 31, passed a resolution "protesting against dedicating the soldiers' monument in Indianapolis to the single achievement of the Northern armies over our brothers of the South during the late civil war." Well, I should wonder! That setties it. Just let it be Mexicanized for soldiers of 1846 and 1848, no others, for fear it will hurt some confederate's feelings. M. D. ELLIS. WORTHINGTON, Ind., Jan. 7.

Insect Traps.

Grange Homes. Superintendent Forbush, of the gypsy moth commission, says that a band of burlap tied about the trees has proved an ethcient trap for the gypsy moth, and that as many other species of insects injurious to trees were also found in these traps, be nrges farmers to apply them generally. Among the insects caught were many borers and the application of this simple trap will be further efficacious in preventing the spread of the borers. The trap consists simply of a piece of burlap a few inches wide tied about the tree, the bark having been first scraped so as to furnish a smooth place to tie it on the tree. The upper part of the burlap is then loosely turned over the string and all those insects which crawl up the trunks of trees to secrete themselves in the loose bark or other hiding places will be found in the burlap if it is put on at the right time. It must be applied at the season when insects are ascending. The trap should be looked after every few days.

Casual Observation. Pittsburg Chronicle-Telegraph. It may be remarked that these Panama canal secrets are not being divulged by

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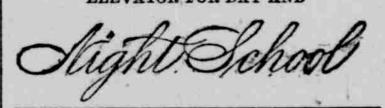
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